

TRIBUTE TO ART LOTTES III

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. TOWNS. Mr. Speaker, one of the pleasures of being a Congressman is the ability to personally meet and publicly recognize individuals who have made positive contributions on behalf of their communities and business associates. One such individual with whom I have coordinated to better the lives of consumers and the automotive aftermarket is Art Lottes, Ill.

Mr. Lottes and I began coordinating on legislation in 2001 that we believe will help motorists of all financial backgrounds, and have worked to continue to improve the competitive spirit of America's business community. That legislation is the "Motor Vehicle Owners' Right to Repair Act."

Mr. Lottes, following years of working in his family's aftermarket business, A.E. Lottes Company, a Carquest distributor in St. Louis, Missouri, was named president of Carquest Corporation, headquartered in Raleigh, North Carolina, my birth State.

During Mr. Lottes's tenure with A.E. Lottes Company, he was one of the founding fathers of the "Coalition for Auto Repair Equality-Care," a national organization headquartered in Alexandria, Virginia, which represents companies in the automotive aftermarket and America's motoring consumers. He served as care's secretary-treasurer from CARE's founding in 1991 until 2002, when he was unanimously voted by the CARE Board of Directors to assume the position of CARE chairman.

Mr. Lottes kept a "hands-on-approach" to Carquest store owners' and employees' needs, whether with A.E. Lottes Company or Carquest Corporation. He worked with many aftermarket companies nationwide to help strengthen that industry's five million-plus employee base.

But, Mr. Lottes, always mindful that communities and business rely on the strengths of one another to improve the lives of all, worked for many years, and continues to, with the Juvenile Diabetes Association. He has been an active volunteer with the Triangle/Eastern North Carolina Chapter of the National Juvenile Diabetes Association. He has mobilized "Carquest Team" walks to help raise money for the Triangle/Eastern North Carolina Chapter, as well as raising money within Carquest Corporation for this worthy cause.

Mr. Lottes is now retiring from the Carquest Corporation and from the CARE Board of Directors after many years of distinguished service to the aftermarket. Although he is officially retiring, he will continue to stay involved with the many aftermarket causes which benefit America's small business community, and with CARE, where he will be missed for his wisdom and guiding hand.

I, too, will miss coordinating with Mr. Lottes, but I know that whatever he endeavors, he will do so with a pure spirit and the continued good wishes for his fellow aftermarket associates, Carquest Associates and his community.

Therefore, CARE, the aftermarket and I will not say goodbye to Mr. Lottes, just so long.

DISAPPROVING THE RECOMMENDATIONS OF THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SPEECH OF

HON. DAVID L. HOBSON

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 27, 2005

The House in Committee of the Whole House of the State the Union has under consideration of the joint resolution (H.J. Res. 65) disapproving the recommendation of the Defense Base Closure and Realignment Commission:

Mr. HOBSON. Mr. Chairman, I submit for the CONGRESSIONAL RECORD two items on the Base Realignment and Closure Commission's (BRAC) recommendations.

I am submitting pages 156-157 from the 2005 Defense Base Closure and Realignment Commission Report to the President that includes a summary of the flawed rationale used for the recommended realignment of the Springfield-Beckley Municipal Airport Air Guard Station.

Mr. Speaker, I also include a chart showing the strength and efficiency of the response time by members of the Air National Guard in response to the victims of Hurricane Katrina, especially relative to the active Air Force.

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT AIR GUARD STATION, OH

[Recommendation #107 (Air Force 40)]

One-Time Cost	\$30.8M
Annual Recurring Costs/(Savings)	(\$2.5M)
20-Year Net Present Value	(\$5.4M)
Payback Period	14 years

SECRETARY OF DEFENSE RECOMMENDATION

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute the 178th Fighter Wing's F-16 aircraft to the 132nd Fighter Wing, Des Moines International Airport Air Guard Station, IA (nine aircraft); the 140th Wing (ANG), Buckley Air Force Base, CO (three aircraft) and 149th Fighter Wing (ANG), Lackland Air Force Base, TX (six aircraft), but retain the wing's expeditionary combat support (ECS) elements, the 251st Combat Communications Group (ANG) and 269th Combat Communications Squadron (ANG) in place, and relocate the wing's firefighter positions, which will move to Rickenbacker Air Guard Station, OH.

SECRETARY OF DEFENSE JUSTIFICATION

The decision to realign Springfield-Beckley's F-16s and not replace force structure at Springfield-Beckley is based on considerations of military value and all other available information. Buckley (64) and Lackland (47) have higher military value than Springfield-Beckley (128), and Buckley has a role in the homeland defense mission. This recommendation optimizes the squadron size at Lackland, the only ANG F-16 Flying Training Unit. While not currently tasked with a homeland defense role, Des Moines (137) is located within the specified response timing criteria of a homeland security site of interest. The 132nd Fighter Wing, Des Moines International Airport Air Guard Station, will assume a role in the air sovereignty mission.

COMMUNITY CONCERNS

The Springfield-Beckley, OH, community criticized several Mission Compatibility Index (MCI) scores, claiming Air Force use of a one-size-fits-all approach is inherently biased in favor of large active-duty bases and the base's status as an F-16 formal training unit (FTU) should have exempted it from data calls pertaining to standard weapons storage requirements. DoD's military value scores reflected neither the base's mission nor mission requirements. According to the community's analysis, accurate data reflecting pavement quality, range space, training capacity, and maintenance and logistics capacity would have resulted in a significantly higher score. In addition, community representatives argued DoD failed to account for costs associated with replacing pilots and maintainers who would not move to the proposed location. They contended DoD completely ignored their proximity to Wright Patterson Air Force Base and the possibility of a community-basing program at Beckley. They felt that if quantitative military value analysis results did not satisfy the Air Force, "military judgment" was arbitrarily applied to justify the BRAC proposal. Last, the community expressed concerns about the 291 direct and 149 indirect jobs that could be lost, adding that they knew the F-16 would go away at some point but questioned if it was prudent to retire it so soon.

COMMISSION FINDINGS

The Commission found that the Department of Defense recommendation to realign Springfield-Beckley Municipal Airport Air Guard Station should be supported even though the military value criteria were flawed and the realignment will be a cost instead of a savings to the Department. This unit is a training squadron for the F-16. There are currently two other Flying Training Units (FTUs) in the Total Force. The Commission agreed that with the total number of F-16s being reduced in the Air Force, the training requirements will be reduced commensurately. The Commission established an F-16 wing at Buckley AFB, Colorado and at Lackland AFB, Texas. This recommendation is consistent with the Commission's Air National Guard Laydown plan.

This recommendation directing aircraft movement and personnel actions in connection with Air National Guard installations and organizations is designed to support the Future Total Force. The Commission expects that the Air Force will find new missions where needed, provide retraining opportunities, and take appropriate measures to limit possible adverse personnel impact. The Commission's intent is that the Air Force will act to assign sufficient aircrew and maintenance personnel to units gaining aircraft in accordance with current, established procedures. However, the Commission expects that all decisions with regard to manpower authorizations will be made in consultation with the governor of the state in which the affected Air National Guard unit is located. Any manpower changes must be made under existing authorities, and must be made consistent with existing limitations. Some reclassification of existing positions may be necessary, but should not be executed until the Air Force and the state have determined the future mission of the unit to preclude unnecessary personnel turbulence.

COMMISSION RECOMMENDATIONS

The Commission found that the Secretary of Defense deviated substantially from final selection criteria 2 and 5, as well as from the Force Structure Plan. Therefore, the Commission recommends the following:

Realign Springfield-Beckley Municipal Airport Air Guard Station, OH. Distribute

the 18 F-16 aircraft assigned to the 178th Fighter Wing (ANG) to meet the Primary Aircraft Authorizations (PAA) requirements established by the Base Closure and Realignment recommendations of the Secretary of Defense, as amended by the Defense Base Closure and Realignment Commission.

Establish 18 PAA F-16 aircraft at the 140th Wing (ANG), Buckley Air Force Base, Colorado.

Establish 18 PAA F-16 aircraft at the 149th Wing (ANG), Lackland Air Force Base, Texas.

Establish a contiguous enclave for the 178th Fighter Wing (ANG) sufficient to support operations of that unit, including flight operations, and compatible with joint use of

the Springfield-Beckley Municipal Airport as a civilian airport.

If the State of Ohio decides to change the organization, composition and location of the 178th Fighter Wing (ANG) to integrate the unit into the Future Total Force, all personnel allotted to the 178th Fighter Wing (ANG), including the unit's Expeditionary Combat Support (ECS) elements, will remain in place and assume a mission relevant to the security interests of the State of Ohio and consistent with the integration of the unit into the Future Total Force, including but not limited to air mobility, C4ISR, Information Operations, engineering, flight training or unmanned aerial vehicles. Where appropriate, unit personnel will be retrained in skills relevant to the emerging mission.

This recommendation does not effect a change to the authorized end-strength of the Ohio Air National Guard. The distribution of aircraft currently assigned to the 178th Fighter Wing (ANG) is based upon a resource-constrained determination by the Department of Defense that the aircraft concerned will better support national security requirements in other locations and is not conditioned upon the agreement of the state.

The Commission found that this change and the recommendation as amended are consistent with the final selection criteria and the Force Structure Plan. The full text of this and all Commission recommendations can be found in Appendix Q.

OHIO NATIONAL GUARD—HURRICANE SUPPORT JOINT TASK FORCE BUCKEYE I

Unit	Mission	Missions/Quantities			
ASSISTANCE PROVIDED					
Army Units:					
JTF Buckeye I	Patrols	363			
	Distribution	84			
	Outreach/Tailgate Distribution	93			
	Traffic Control Points	64			
	Static Security	65			
	MRE Distribution	755,600 MREs			
	Water Distribution	301,170 Gallons			
	Louisiana Superdome Security	8,000 Evacuated			
	Citizen Evacuation	52 Evacuated			
	Deceased Identification	31 Deceased Identified			
	Unit	Missions	Sorties	Personnel Moved	Cargo Moved (tons)
Air Units:					
179th Air Lift Wing		44	116	1227	291
121st Air Refueling Wing		9	20	379	30
Total		53	136	1606	321

OHIO NATIONAL GUARD—HURRICANE SUPPORT JOINT TASK FORCE BUCKEYE II

Unit	Mission	Missions/ Quantities		
Assistance Provided				
Army Units:				
JTF Buckeye II	Distribution	101		
	Meals (MREs/Box Meals)	3,725,568 Meals		
	Water	2,862,872 Gallons		
	Ice	3,694,080 pounds		
	Escort Security	80		
Unit	Missions	Sorties	Personnel Moved	Cargo Moved (tons)
Air Units:				
179th Air Lift Wing	3	8	75	31
121st Air Re- fueling Wing	3	6	96	11
Total	6	14	171	42

IN HONOR OF THE PEACE AND JUSTICE AWARDS DINNER OF CLEVELAND

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. KUCINICH. Mr. Speaker, I rise today in honor and recognition of Rev. Mr. Bill Merriman, The Empowerment Center of Greater Cleveland, Marilyn Cunin and the Pulaski Franciscan Community Development Corporation as they receive the annual Peace and Justice awards from the Commission on Catholic Community Action.

Rev. Mr. Bill Merriman is a deacon at St. Patrick's Parish in Cleveland. He received the Individual Award for his work as an advocate and catalyst for social justice and peace locally and globally for over thirty-five years.

Rev. Mr. Merriman aggressively works with transitioning refugees into the city of Cleveland through the Migrant Refugee Office.

The Empowerment Center of Greater Cleveland received the Organization Award. The Empowerment Center has worked on numerous cases including getting school supplies to families on welfare. Their nearly forty years of service of advocacy on public policy and practical programs with and for low-income people across greater Cleveland has earned them this recognition.

Marilyn Cunin received the Special "Church in the City" Recognition Award. She received this award for her strong support of "The Church in the City" Forum series, as well as the West Side Ecumenical Ministry and the East Cleveland Public Library and countless efforts to strengthen the urban core of Northeast Ohio.

The Pulaski Franciscan Community Development Corporation is a not-for-profit CDC. Their collaboration effort with the St. Stanislaus Parish to develop the Cloisters Housing Development in the Warszawa Historic District in Cleveland, Ohio is a major revitalization to the Slavic Village area. For their spearheading efforts the Pulaski Franciscan Community Development Corporation received the Special "Church in the City" Recognition Award.

Mr. Speaker and Colleagues, please join me in honor and recognition of the recipients of the Catholic Community Action Annual Peace and Justice Awards as they are honored today for their work.

IN HONOR OF JUDGE PHILIP N. GUMBS

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 1, 2005

Mr. PALLONE. Mr. Speaker, I rise today to honor the memory of Judge Philip N. Gumbs. Judge Gumbs passed away after a life of distinguished service to his family and his community at the age of 82.

Judge Gumbs was a first generation American who volunteered for the U.S. Army Air Corps immediately after graduating high school and served honorably in World War II. After returning home, he earned his undergraduate degree from Rutgers University and his law degree from Lincoln University in St. Louis. Judge Gumbs was a probation officer and a law partner before an ardent desire to see his children receive a good education caused him to enter public life as a member of the Matawan Board of Education.

Judge Gumbs's work to improve education was his first step in a career of dedicated public service. He would go on to hold many other public offices including serving on the township council and as the mayor of Matawan. He was elected to the Monmouth County Board of Chosen Freeholders with the highest number of votes for any elected seat in the county. He later became the first African-American director of the Board of Chosen Freeholders. He was appointed a judge in 1976, and served as a workers' compensation judge for 25 years.

Judge Gumbs was a lifelong member of St. Mark AME Zion Church. He was an active member of his church community and served in a number of capacities, including superintendent of the Sunday school, a role that allowed him to continue his work to improve